

Revive I-5 Response Plan

I-5 PCCP AND BRIDGE JOINT REPLACEMENT

At the February 2 Council meeting, WSDOT Project Engineer Adam Emerson gave a briefing on the upcoming I-5 PCCP (Portland Cement Concrete Pavement) and Bridge Joint Replacement. The project will include the replacement of worn concrete panels and select expansion joints, including 108 panels, pavement grinding, and repair of 8 expansion joints on northbound I-5 between Lowell Road to the Snohomish River Bridge. These facilities are over 50 years old and past their design life. This project is being done to avoid sudden catastrophic failures that pose dangers and extreme impact to the community. Below is a discussion of the response plan for the upcoming project, scheduled to take place this year.

The City Public Works department has met on several occasions with WSDOT to discuss the upcoming project and included other departments, such Police, the Clerk's office (who issues permits for special events like the Everett Marathon and Everett Farmer's Market), and our public information team.

In Public Works, Traffic Engineering is focusing on the impacts on weekends and having our response ready when the project starts. On weekdays, there will be no lane closures, so we expect little impact, and weeknight lane and ramp closures have not, in the past, resulted in significant traffic being diverted into Everett. We anticipate continued and regular communication with WSDOT up to and during the project.

Despite WSDOT planned messaging asking drivers to avoid cutting through Everett and to reduce discretionary trips, we do expect congestion on Broadway and heavier than normal traffic on some other arterial routes. Our Traffic Engineering staff has developed a response plan much like we do for other major construction projects in the City. The mitigation plan will consist of three parts:

1. Implement a signal coordination plan with a longer cycle length on Broadway that will give a priority to northbound progression with more green time for northbound traffic on the weekends the I-5 lane closures are taking place. This will maximize capacity on those northbound arterials as much as possible and minimize impacts to side streets.
2. Implement a signing plan that includes restrictions at certain streets that might be a gateway for cut-through traffic. It will include barricades with LOCAL TRAFFIC ONLY signs in the middle of the street to emphasize the restriction and discourage traffic from diverting through the neighborhoods.
3. A traffic engineer and sign technician will be on staff (or on call as traffic patterns stabilize) over the weekends of construction to make any changes needed to the signing plan or signal timing. We will use 35 of our traffic monitoring cameras to observe congestion on our arterials and make signal timing changes remotely or in the field where needed.

These measures will complement the state's efforts to reduce impacts to city streets, but there is no way to eliminate all pressure on the local traffic network. WSDOT will be asking that drivers consider

changing their behavior on the weekends when I-5 will have reduced capacity and, if they do travel through the corridor, that they bring their patience with them. City staff will be ready to respond to conditions and change gears to keep people moving safely through Everett while WSDOT performs this important work to preserve this section of the freeway that is past its life cycle.

OTHER CITY DEPARTMENTS AND BUSINESSES

1. Clerk's Office: Special Events may be impacted, though after consultation, WSDOT has restricted work on weekends where there are planned events like the Everett Half Marathon. The Clerk's office will be aware of the impacts and restrict any events from Broadway or other arterials that carry significant traffic during the work.
2. Oversize Loads and the Port of Everett: WSDOT has reached out to the Port of Everett to discuss impact the project might have on their operations. The City issues oversize load permits for the Port of Everett between I-5 Exit 192 41st St interchange and Terminal Ave. Our permit technicians will be aware of large or heavy loads on weekends and will restrict hours as needed.
3. Police: Everett Police Department will be invited as a participant in any meeting with WSDOT about the project, project impacts, or project schedule.
4. Emergency Services: Everett Fire will be invited as a participant in any meeting with WSDOT about the project, project impacts, or project schedule. Providence Regional Medical Center will also be contacted by WSDOT as the schedule is firmed up so they can alert private carriers.
5. Public Information Office: Our PIO's will be invited as a participant in any meeting with WSDOT about the project, project impacts, or project schedule.
6. The Boeing Company and the Everett SW Industrial Area: WSDOT will perform outreach to advise major employers of the project and the regional impact. Southbound I-5 traffic should remain unrestricted but there may be some congestion on SR 526 that results in congestion.
7. Transit: Everett Transit will be invited as a participant in any future meeting with WSDOT about the project, project impacts, or project schedule for impacts to the 7 bus, as well as other routes. WSDOT will be performing outreach to Community Transit for the 201, 202, and others and Skagit Transit about the 90X.

WHAT TO EXPECT

WSDOT has been sharing traffic data with our Traffic Engineering Department and we are performing quantitative traffic analysis at key intersections to develop better signal timing for the project. Our best qualitative analysis of conditions comes from weekends where there is an incident between Everett and Marysville that closed one or more lanes. Based on past observations, here's what we think the impacts will look like in Everett:

- Broadway will be congested, rolling slow to stop and go between I-5 and Everett Ave.
- North of Everett Ave on Broadway it will be moderately congested, it will be mostly rolling slow. There will be some congestion at Broadway and the SR 529 interchange at Marine View Dr.
- Other north-south arterials like Evergreen Way/Rucker Ave and Colby Ave will see heavier than normal traffic volumes, but severe congestion is not expected. Downtown traffic will be heavy, though we have not seen significant congestion in the past during I-5 incidents.
- Parking will be busier downtown as more people stop to get the latest Pop, drop in to an antique store on Hewitt, or get a donut/coffee at their favorite Everett business as they pass by.



- Hewitt at US2 will experience congestion, and there will be some backups at Everett and I-5 northbound ramp. There is excess capacity on east-west arterials weekends so we expect just heavier than normal traffic on Pacific, Hewitt, and Everett Ave.
- Large special events like the Everett Farmer's Market and Cruzin' to Colby should be only minimally impacted and may see more interest from pass by trips.

